PINELLAS COMMUNITY OPEN HOUSE

Monday, October 22, 2018
WELCOME

David Gwynn, P.E.
District 7 Secretary
WELCOME ELECTED OFFICIALS
Why Forward Pinellas?

» Special Act in 2014 created a 13-member board for countywide land use and transportation planning

» Align resources and plans that help to achieve a compelling vision for Pinellas County, our individual communities and our region

» Provide leadership and technical assistance for 25 local governments
Regional Transit Feasibility Plan

Central Avenue Bus Rapid Transit

Many Partners
- FDOT
- TBARTA
- Multiple MPOs and transit providers
- Regional Planning Council
ADVANTAGE PINELLAS

1910-1919

Existing residential units

1950-1959

New residential units

1990-Present
Unique Pinellas – Population Density

Persons Per Square Mile By County

- Pinellas: 3514
- Hillsborough: 1352
- Pasco: 677
- Manatee: 496

Journey to Work Travel Time (mins)

- Pinellas: 24.4 mins
- Hillsborough: 26.8 mins
- Pasco: 30.3 mins
- Manatee: 25.1 mins

Source: BEBR 2017
Unique Pinellas – Housing + Transportation Costs

Pinellas 57%
- Safety Harbor: 68%
- Largo: 51%
- St. Pete: 56%
- Clearwater: 58%

Hillsborough 58%
- Tampa: 56%
- Plant City: 55%
- Temple Terrace: 56%

Pasco 57%
- NPR: 46%
- Wesley Chapel 66%
- Trinity: 76%

Source: H+T Index; Center for Neighborhood Technology
The most and least affordable metro areas to buy a home

The 10 highest and lowest required salaries to buy a median-priced house in the US.

- Seattle: $109,275
- Portland: $85,369
- San Francisco: $213,727
- San Jose: $274,623
- Los Angeles: $114,908
- San Diego: $130,986
- Oklahoma City: $40,780
- Memphis: $43,023
- Birmingham: $45,615
- Washington, D.C.: $96,144
- Cleveland: $39,730
- Pittsburgh: $38,253
- Indianapolis: $42,698
- Louisiville: $41,835
- St Louis: $44,957
- Cincinnati: $44,610
- Buffalo: $43,304
- Boston: $109,411
- New York City: $103,235

Source: HSH.com
Framework for Regional Long Range Transportation Plan: One Long Range Plan for the Tampa Bay Area – “Three Ring Binder”

**Regional**
- Regional Element – requires Hillsborough, Pasco and Pinellas to agree upon regional investments and revisions to those investments
- Scenarios for the future

**Hillsborough**
- Local Elements – provides autonomy to local MPOs to set priorities for local projects and supporting policies

**Pasco**
- These local elements may be changed without approval from the full region

**Pinellas**
Five Point Plan

1. Define Premium Transit corridors
2. Conduct corridor visioning & redevelopment planning
3. Establish discretionary/ dedicated funding source
4. Prioritize corridors for state/federal funding
5. Ensure clarity & transparency of roles
Improving mobility & incentivize redevelopment

Support desired redevelopment through core routes & station framework

Attainable housing and complementary Complete Streets strategies
Housing

Countywide Plan allows Forward Pinellas to:

- Provide residential density bonuses for affordable or workforce housing
- Require transit station area planning to incorporate consideration of affordable or workforce housing

Transit-Oriented Development planning guides growth to areas within easy access of transit

Accessory dwelling units and other regulatory tools
Access to Transportation

- Identifying areas of opportunity for connecting to jobs
  - Joe’s Creek Greenway Trail

- Improving transit service
  - Central Ave BRT

- Incentivize mixed use housing and redevelopment
  - Gateway Master Plan & U.S. 19 Corridor

- Encourage transportation mode share
  - Complete Streets Program
Statistically Countywide Valid Survey

5 pages
Mailed survey
• Follow up emails and phone calls
• Online option

844 Responses (goal: 800)
+\- 3.4%; 95% confidence

Interest in future engagement solicited - 417 responses
Initial Takeaways

• Strong Support for Technology and Maintenance
• Support for Transit Service
  – Split on increased funding to make it happen
• Desire to have a mix of uses near residences
• Uncertainty about AV

Results will help inform what projects are selected for the Advantage Pinellas Plan
Metroquest – Regional Engagement

Transportation, Innovation, Mobility for Everyone!

Transportation, land use, and funding are important challenges in our region. By 2045, our region will have over a million more people live and work here. Hillsborough, Pasco and Pinellas counties would like your input on three growth scenarios. Individual elements of each scenario may be combined into a final regional plan.

It will take a combination of investments to move people around our region, both today and in the future. Please take a few minutes to tell us your views on the region’s future transportation system.
THANK YOU!

Whit Blanton, FAICP
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TAMPA BAY NEXT UPDATE

Ed McKinney & Marshall Hampton, P.E.
FDOT District Seven
Public Feedback: Do Something

“I don’t feel safe biking or walking.”

“Cut-through traffic is a problem in my neighborhood.”

“I’m sick of daily traffic backups. Fix the bottlenecks.”

“Improve traffic signals and timing.”
Howard Frankland Bridge

• Construction of a new bridge includes 4 southbound general purpose lanes and two express lanes in each direction
• Envelope on new bridge is designed to support future light rail
• Bike/pedestrian trail will connect Pinellas and Hillsborough Counties
2020 Bridge

New Bridge with Bike/Ped Path on the Outside and 2 Express Lanes in each Direction

Existing Southbound Converts to Northbound

General Purpose Lanes

Express Lanes

Total Width 168'

100' Min Separation

Total Width 70'
Accommodating Future Light Rail Transit

Southbound Bridge with Express Lanes and Rail Transit

Northbound Widened to Outside to Accommodate Express Lanes

- General Purpose Lanes: Total Width 168'
- Express Lanes: 100' Min Separation
- Light Rail: Total Width 111'

Tampa Bay NEXT
FDOT
Artistic rendering does not reflect requirements of RFP
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Gateway Expressway

- Construction is Underway
- Scheduled to be completed in 2021
- Add one Express Lane in each direction on I-275
- Constructs 2 New Elevated Expressways
  - From US 19 to I-275
  - From the Bayside Bridge to I-275
History of I-275 Pinellas Corridor Studies

- Original PD&E study approved July 2016
- Reevaluation approved April 2017
  - Segment A and Segment B
    - Lane Continuity Improvements
    - Intermittent widening and restriping
    - 2 continuous lanes in each direction
  - Segment C
    - 3 general use lanes in each direction
    - 1 express lane in each direction
Current Reevaluation of I-275 Pinellas Corridor

- Lane continuity from 54th Avenue South to Gandy Boulevard
- Evaluating two express lanes in each direction from Downtown St. Petersburg (I-375) to north of 4th street North
- Opportunity to integrate transit on corridor

Public hearing scheduled for Spring 2019
I-275 Pinellas Corridor

- Project likely to include:
  - Right of way for ponds (working with local jurisdictions on potential sites)
  - Concrete pavement widening
  - Shoulder reconstruction
  - Bridge widening
  - Noise walls
Bus on Shoulder Pilot Project

- Project will be FDOT-led design/build to widen the shoulders on I-275 in Pinellas County from 5th Ave N to Gandy Blvd
  - $2.5M has been allocated for the project
- Concept of Operation is under development
  - Will establish the operation protocol for buses
- Schedule to be determined

Example of Metro Transit bus on shoulder in Minneapolis, Minnesota
I-275 Interchange Improvements

I-275/22\textsuperscript{nd} Ave South Interchange

- Modify southbound off ramp to have dual right turn lanes under signal control
- Construction scheduled to begin December 2018

I-275/31\textsuperscript{st} St South Interchange

- Modify northbound off ramp to have dual left turn lanes under signal control
- Project will be implemented by City of St Petersburg & FDOT Traffic Operations